

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ REG. LUITFOLD" Capt. H. Kerchner	WEDNESDAY, 3rd Nov., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. O. Pahnke	About WEDNESDAY, 3rd Nov.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. R. Hegener	FRIDAY, 5th Nov., Daylight
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sambill	Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL,
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	8th Nov., P.M.
MARSEILLES, via PORTS	TOURANE	Bourge	9th Nov., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	Nov., P.M.
MARSEILLES, via PORTS	ARMAND BEHIC	Guionnet	23rd Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia (at Colombo for Calcutta Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea).

Through Tickets to London via Paris from £27.10 up to £71.10. no hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 26th October, 1909.

Intimations.

NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Francaise des Indes et de l'Extreme Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES CANTONNAISES at this port will be transferred, by mutual consent from Messrs. BARRETTO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

Telephone No. 950.

BARRETTO & Co.
P. A. LAPICQUE.

Hongkong, 26th October, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks.....28 "	Water on Blocks... 26 "	Water on Blocks.....21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the situation of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Rocks, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebert, Sootta, A. I. and Watkins.

Yokohama, April 28th, 1903.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine\$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,

Sole Agent.
Hongkong, 30th April, 1909.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAU-CHOW, &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

OSMAN & CASUM,
1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.
Coast Port Orders carefully
executed.

Hongkong, 6th September, 1909.

OPIUM SMUGGLING IN MANILA.

L. T. GRANT DEMANDS NEW TRIAL.

The question as to whether Louis T. Grant, one of the defendants in the Grant-Kennedy smuggling case, will be allowed to withdraw his plea of guilty, substituting that of not guilty, is now in the hands of the court, and a decision is expected on Monday.

This morning the written arguments on the motion presented yesterday for another pleading by Grant were handed in by both the prosecution and the defence.

Mr. Chas. C. Cohn, representing Grant, filed an able argument, covering several pages of typewritten matter, and Mr. Jesse George, prosecuting attorney, answered, also at length.

Mr. Cohn set forth that at the time of entering the plea of guilty by Grant, there existed between the accused and the prosecuting attorney an agreement whereby it was mutually stipulated that for and in consideration of the said plea of guilty and the unreserved and unqualified co-operation of the defendant in the prosecution of the case against Kennedy, the prosecuting attorney would unqualifiedly recommend to the court that the punishment to be inflicted upon Grant be limited to a moderate fine. Mr. Cohn contended that Grant was ready and willing to voluntarily submit to the penalty specified, but that at the present time the agreement referred to had become wholly terminated and that the only reasons actuating the plea of guilty are wholly absent, the plea of guilty now standing in the case as having been entered into under an arrangement which does not now exist, since the prosecuting attorney, in view of Grant's failure to tell the whole truth at the outset caused the withdrawal of the promise to recommend a fine only.

Another ground upon which the defence bases its claim to a new pleading is that the two defendants, Grant and Kennedy, were charged separately and on separate complaints, and that when the case of Grant was called counsel for Kennedy "appeared without any legal right to participate in the trial and moved for a consolidation of the cases," which was not objected to by Grant's counsel as under the arrangement with the prosecuting attorney as to the penalty to be imposed upon Grant it was a matter of indifference to Grant whether the cases were tried separately or not, but that the circumstances are different and that the consolidation of the cases is material and prejudicial to the interests of Grant; that he had a right to demand a separate trial and that he omitted to do so because of the arrangement with the prosecuting attorney, and for the further reason that the plea of guilty would have prevented him from being on trial with Kennedy, at which he would, under that arrangement, have been unaffected by the evidence adduced, but that as the arrangement no longer exists, he demands a separate trial. It is further contended that at the trial Grant was a witness to his own guilt and waived the privilege to stand mute and refuse to testify against himself, and that in the absence of the arrangement he would have exercised his discretion in the matter of giving testimony unaffected or influenced by any consideration other than his own interest and welfare as a defendant on trial. Mr. Cohn also stated that at the trial all the witnesses were excluded from hearing the proceedings, and that when Grant asked whether it was desired that he leave the room too, the prosecuting attorney gave him express instructions to retire, and that he was not present at the trial except during the time that he appeared as a witness. He also referred to Grant's illness which prevented him from having an opportunity to cross-examine witnesses, and said that he made no effort to secure such an opportunity, believing that he himself was not on trial.

Summing up, Mr. Cohn said that under the circumstances and conditions stated, Grant is deprived of his right of appealing from the judgment for reviewing or correcting any errors which the trial court might have committed in the trial in the absence and without the knowledge of Grant, which he was powerless to prevent or protect himself against by exception by reason of his absence under the circumstances referred to; that Grant has been prejudiced by reason of his plea of guilty, given under circumstances which were intended to prevail throughout the trial and to the termination of the same and that the prior agreement between Grant and the prosecuting attorney having been cancelled, the defendant is entitled to a separate trial to overcome the effects of the cancellation of the agreement and to allow him to appeal from any errors of the trial court.

Mr. George answered, inclosing a transcript of a part of Grant's testimony showing that his plea of guilty was entered with the full knowledge that the court would not be bound by any arrangement between the defendant and the prosecuting attorney, and with the statement that should the court grant the motion to withdraw the plea of guilty, it would be equivalent to allowing the defendant to "juggle with the court and possibly escape conviction through such juggling, because of the government's inability to produce any legal proofs sufficient to secure a conviction." Mr. George further contended that the termination of the agreement between Grant and the prosecuting attorney was Grant's own act and self-confessed perjury and failure to give to the prosecution attorney his unreserved and unqualified co-operation in the prosecution of the case; that a new trial would serve no other purpose than: an appeal, when there was no claim on Grant's part that he had been misinformed or had misunderstood the facts constituting his guilt or the law governing it; that to suggest to the accused to take a frivolous appeal, without merit, whether guilty or innocent, merely to delay the execution of the sentence.

The court announced that the motion would be taken under advisement.—*Manila Times.*

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC AUCTION, TO-MORROW, the 2nd November, 1909, at 2.30 P.M., at his Sales Rooms, Duddell Street, A FINE ASSORTMENT OF GENT'S SUIT LENGTHS AND WHITE WITNEY BLANKETS,

AND TABLE LINENS, SERVIETTES, HOUSEHOLD LINENS, HUCKABACK TOWELS, TURKISH TOWELS, BATH SHEETS, BROWN LINEN TOWELS, LADIES' WHITE LAWN UNDERSKIRTS, WALKING SKIRTS, COMBINATIONS, ROBES, FLANNELETTE NIGHT-DRESSES, DRESSING GOWNS, LADIES' DRESS LENGTHS, &c., &c.

ALSO A few CARPETS and AXMINSTER RUGS. (All New Goods).

Further Particulars from Catalogues which will be issued.

On view on Monday, 1st November.

TERMS:—As usual.
G. P. LAMMERT,
Auctioneer.
Hongkong, 27th October, 1909. [740]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION, ON

WEDNESDAY, the 3rd November, 1909, commencing at 2.45 P.M. at "THE VERBYN," No. 18, The Peak:—

A QUANTITY OF HOUSEHOLD FURNITURE, (Particulars from Catalogue).

ALSO TWO LADIES' SIDE SADDLES, ONE IRON WASH-HOUSE, AND

A quantity of PLANTS in POTS (in good condition).

TERMS:—Cash or delivery.
On View from Tuesday, the 2nd Nov., 1909.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 30th October, 1909. [749]

Consignees.

FROM EUROPE.

THE H. A. L. Steamship "SILVIA,"

Captain Portelli, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Nov., 1909, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Nov., 1909, at 3 P.M. No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 28th October, 1909. [737]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY," FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all goods being landed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th November, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th November, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th November, at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th October, 1909. [742]

D. NOMA,

PROFESSIONAL TATTOOER

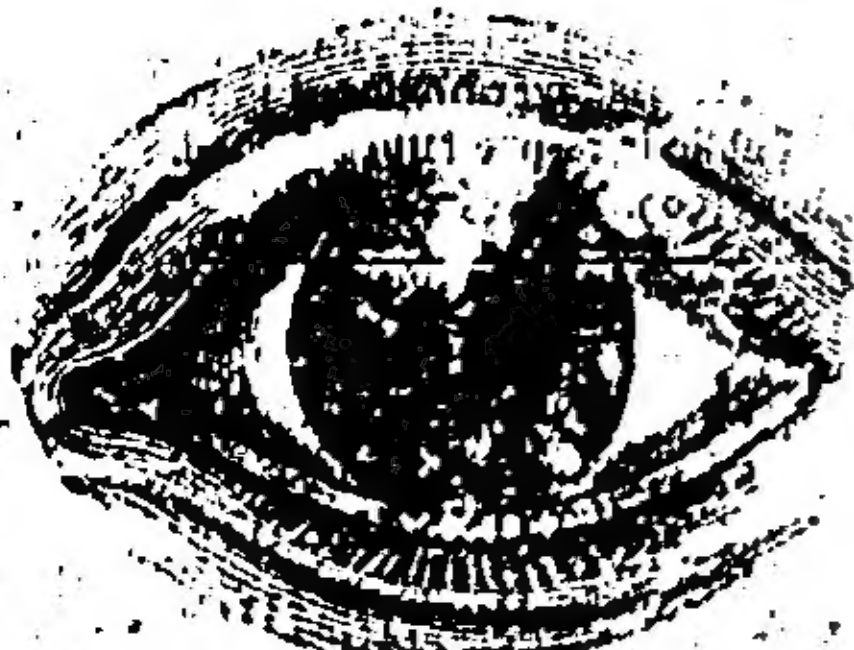
AND THE EXPERT REMOVER OF TATTOO MARKS,
No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high speed manner. In order to take special precautions against possible danger, I use fresh materials daily.

The copying of Portraits with distinct mistaking a specialty.
Wongfung, 17th September, 1909. [741]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON:

CALCUTTA:

SHANGHAI:

1, John Street, Bedford Row, W.C.

19, Bealick Street.

104, Nanking Road.

Hongkong, 26th March 1908.

[11]

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

NOTICE

All communications intended for publication in the HONGKONG TELEGRAPH should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address. Official business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$8 per annum
WEEKLY—\$18 per annum

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 90 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 1, 1909.

A CHINESE OFFICIAL ON CHINA'S CURRENCY.

So many varied and complicated schemes for the reform of Chinese currency have been formulated from time to time that it is with some doubt the average reader will approach a memorial submitted to the Throne by Sheng Hsuan-hwai, the Junior Vice-President of the Board of Posts and Communications. It is entitled "China's National Bank and Currency Reform" and it is published in English by Dr. J. C. Ferguson. The pamphlet in question contains some two dozen pages, but as yet its circulation appears to have been confined to Shanghai. The subject, however, is of equal if not greater importance to Hongkong, especially now that there seems to be a revival of the subsidiary coinage question, and for that reason it should prove of interest to those who demand that the Government of the Colony should take immediate steps to maintain the small coins at a higher level

than at present obtains. The question is dealt with by an editorial writer in the Shanghai Mercury, who, however, is content to give a summary of the memorial and carefully avoids treading on the quicksands of currency affairs. We are told that the pamphlet "bears eloquent testimony" to the ability of the author to grasp facts and present them in an understandable form. Also "there are matters calling for criticism here and there, and it is not to be expected that this or any other statement can satisfy those whose views are of schools differing from that which seems to have secured the adhesion of the memorialist." That was to be expected, for it is safe to say there are no two men who see eye to eye in all matters connected with this intricate and puzzling question. The memorial outlines briefly the writer's appointment, the inquiries which he made amongst officials and merchants, the contrast which he finds between China with her 400,000,000 inhabitants and their revenue of 100,000,000 with the 40,000,000 of Japan and their revenue of 61,000,000 yen. He glances at fundamental principles and recommends the foundation of a central bank as other countries have done. "The strong points of the various systems should be selected as a model." It is imperative, he thinks, that the new bank and the new currency come together. The addendum deals with previous efforts to provide China with a dollar currency in various provinces and remarks that though the number of places where dollars have come into use in the country has been constantly increasing, the import of Mexican dollars has fallen off within recent years, the inference being that the native dollars already coined have begun to oust the foreign article. It is noted that the attempts to introduce tael coins were unsuccessful on each and every occasion. No explanation is offered as to the reason why, but the probable explanation is the old law that a poorer currency effectually keeps out or drives out a richer one. In the appendix the writer goes into further detail regarding currency and the bases on which it may be built up. All these are matters which do not necessarily affect the main issue, which is the habilitation of Chinese currency. In passing, we may note that the suggestion that China's revenue can properly be compared with Japan's will not hold water, for the simple reason that the system of government in one country is radically opposed to that adopted by the other. But it seems a falling which Chinese students cannot get over. Coming to what may be described as the basis of his thesis, the writer deals with the subject of paper money, which he holds should be issued from the national bank only, all such notes being "payable to bearer on demand" and a sufficient reserve of bullion being kept for that purpose. Gold coins of three values, 20, 50, and 55, are recommended, but the memorialist introduces a saving clause here. He says, "Preparations should be made at once for the determination of the value of the proposed issue of gold coins, although on account of the scarcity of gold it may not be possible to issue them at once." It will be seen that the writer takes heroic bounds when he begins to deal with his subject. For example, his idea of limiting the issue of bank notes to the national bank alone is open to argument. There is not a country in the world where the national bank is sole arbiter what notes shall be issued. The point is that the law should have power to interfere where private banks seek to introduce note issues without making due provision for their redemption at their face value. Mr. Sheng apparently passes over that point and proceeds to consider the possibility of a gold currency, without taking the first step towards that end of establishing the present or nationalised currency on a gold basis. In other words he would have a gold reserve before he had a gold standard. It is probable, however, that he does not altogether miss the usual procedure for he says that the great object is "to make a fixed rate of exchange between its (China's) currency and those of foreign countries, and thus to avoid the loss occasioned by fluctuations." The question whether China's gain under the supposed conditions would be greater than the advantage she might derive from a purely silver currency is too wide to be entered upon. Many authorities think that, particularly in exports to gold countries, the gain thus made should more than make up for the loss in fluctuation. It is upon this assumption that it has been argued by bi-metallicists that "the yellow man with the white money would have an advantage over the white man with the yellow money." India is cited as an instance of a country which has a gold standard without a gold currency but it is believed that what answers there might not answer in the case of China. With regard to the silver currency the writer contends: "This must be national, not provincial. There must no longer be an interregnum conflict between dollar and dollar and note and note. The motto for the future is unification. Why native merchants have in the past refused to take native dollars and have welcomed foreign is noted but not explained. Perhaps it was felt that explanation was unnecessary. But the reviewer (quoting the Mercury), would fall in with his duty if he did not allude to the

fundamental necessity for a stable, coinage which has for generations, indeed for ages, been lacking in China. Ten letters only are needed to define that *sic* qua non—*Coon-fid-e-n-c-e*. H.E. Sheng is evidently shocked at the havoc wrought during the past few years by the tremendous issues of depreciated copper coinage. As this is no new thing in China, except in the form of the coin, he need go no farther for an explanation of the unpopularity of native dollars. When a man has to carry about with him a bottle of acid and a weighing machine in order to make sure that he is not being cheated by every coin handed to him, he will jump at any chance to get money which does not need this trouble and expense. Honest money then becomes popular. Men have confidence in it as they have in the Mexican now in use, or in the notes of the Hongkong and Shanghai Bank. China's new currency, then, whatever form it takes, must be scrupulously kept up to its official standard, otherwise it is doomed to failure from the outset. The problems of minting, bank-note printing, the amount of currency necessary, and the redemption of the present debased coinage are all considered in the remaining pages of the pamphlet with sufficient fullness to be intelligible. The suggestion that the depreciated copper coins should be called in at the rate of 125 to the dollar, and the loss borne by the government so that it should not fall on the people, sounds altruistic enough. But we (Mercury) might ask, Why should the people lose the 25 per cent? Who has profited by that? Excellent advice is given respecting the development, as soon and as fully as may be, of all possible gold, silver, and copper mines. In any case it will be necessary to float a loan to supply the initial metal, but after that the more China can develop her own bullion the better for her. If, as is suggested, all her taxes, duties, &c., are made payable in the new coinage, the new departure would soon become a success and the coinage get into circulation. As may have been gathered from the foregoing the pamphlet deals with generalities only. There are endless details which the memorialist himself probably knows nothing about, but which must be carefully considered, each in its proper place, if the structure of China's future finance is to hold together, and not fall to pieces bringing down with it the whole national credit in one tremendous smash. It is something to know and rejoice over that an important Government official in China is concerning himself with the question but it yet remains to be seen whether this addition to the voluminous papers on the reform of China's currency will bear fruit.

LOCAL AND GENERAL.

It is stated that much pestilential sickness prevails in Yü in province.

The English mail of the 3rd October was delivered in London on the 23rd October.

A CHINESE man was this morning bound over in the sum of \$15 to keep the peace for six months for using abusive language towards a European woman.

A DEPORTED Chinaman from Java was awarded six weeks' hard labour this morning for stealing the luggage of a Chinese passenger on board the s.s. *Tijlouw*.

The Government has telegraphed to Viceroy Yuan Shu-hui in Canton, ordering him to inspect the Yülin harbour with a view to its conversion into a naval station.

A RUMOUR is abroad that a scheme is well under way for establishing an extensive sugar refinery on the left bank of Suagari under the joint management of some German and Chinese merchants.

The Agents (Messrs. Messageries Maritimes Co.) inform us that the cargo of silk shipped on board the s.s. *Polynésie* which left this port on the 28th September was delivered in Lyons on the 30th ult.

It is stated that the Ministry of Finance has given orders to the Provincial Governments to mint copper coins of five, two and one cash denomination, and they replied that the last-named denomination was very little used, but that the other two should be struck in larger numbers. The Ministry approved of the suggestion.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 1st at 11.55 a.m.—The typhoon has entered Annam to the South of Tourane. Barometric changes in other areas are unimportant.

The area of high pressure extends from the Lower Yangtze to E. Japan. Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, fresh; some rain.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lanchow, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 2.

fray at Shau-ki-wan.

OFFICER VERSUS BOATSWAIN.

SOME BLOOD-LETTING ON SATURDAY NIGHT.

Two combatants, and it is a marvel that others were not in it, were injured in a serious fray which occurred at Tai-koo just before midnight on Saturday. So far as we understand, the case has been reported to the police authorities but until one at least of the parties is out of hospital no steps can be taken.

Three boats are, according to our information, lying at Tai-koo sugar works waiting to discharge heavy cargoes of sugar. It is on one of these vessels, that the trouble arose—a British craft—and it affords evidence how easy it is to originate trouble. On those boats lying at the wharf, the boatswain is supposed to keep duty. Whether that is according to the law of the port or not we cannot tell, but the boatswain is believed to have left his post when two officers of the ship, a deck officer and an engineer, discovered that the boatswain was absent.

The time was about 11.30 p.m. The second officer proceeded to the crew's quarters and called for the boatswain. Parenthetically, it may be said that we are told the boatswain, a Chinaman, had received what is known as his "walking ticket." The Chinaman appeared on deck and being perhaps half asleep said several very uncomplimentary things to the officer, who sharply reminded him where he was. According to this story, which we are assured will be heard in Court shortly, the Chinaman caught hold of a broom, made a "swipe" at the second officer, but missed, merely knocking off his hat. It is now alleged that the European brought a Malacca cane into use and showed his abilities by laying the boatswain low, with a severe cut on the head.

No sooner had this happened than the rest of the crew called up from the forecastle by the cries of the Chinaman, advanced menacingly. They were armed with all manner of missiles, including iron bolts, basins and, in fact, whatever they could put their hands on. One of the engineer officers jumped to the wharf and made his way to the adjacent ships, asking for help. Both the Dutch and British crews of the vessels went to the aid of their mercantile marine friends, taking with them a miscellaneous lot of guns and revolvers. They succeeded in driving the Chinese back to their quarters.

The captain, who had been ashore, returned about midnight, heard the whole story and immediately ordered that the Chinese sailor should be sent to the Government Civil Hospital. The man was suffering from bruises about the head, and had lost a quantity of blood. The order was obeyed and in the early hours of the morning the man was taken to hospital. We understand that he is in no danger. The second officer has been badly hurt about the body and legs but he also is all right.

Considering that none of the parties was able to appear in Court to-day there is no prosecution as yet, but there seems to be no doubt from the attitude of the Chinese crew that more will be heard of the matter.

SHANGHAI RACIS.

MEETING POSTPONED.

We are courteously informed that the Hongkong Jockey Club has received a telegram advising that, owing to heavy rains, the Shanghai race meeting, which was to have commenced to-day, has been postponed.

HONGKONG AND MANILA.

EXCHANGE OF SYMPATHY.

A few days ago the people of Hongkong, alarmed by the prevalence of malaria, in certain sections of the city, stirred up the municipal authorities to take some action looking toward the extermination of the pest and the protection of the public health. As noted in a former issue of this paper, little or nothing was accomplished because so many branches of the government had something to say about what was to be done to get rid of mosquitoes.

The condition of things in Hongkong in matters of the public health seems to be so nearly the same that it is in Manila that there should be an exchange of sympathy now and then between the citizens of the two places.

The conflict of authority in matters of sanitation in Manila has been discussed so much in the past and so keenly lamented by those who desire to see the city clean that it is almost like opening the family closet and having a look at the skeleton to mention the subject. But there are sometimes when it is good for both the family and the skeleton to have the door opened.

A few days ago a prominent resident of Manila called our attention to the fact that there are sections near the very heart of the residence districts of the city where holes are deliberately dug and allowed to fill with water in order that the carabos may wallow in them. The same gentleman said that he had frequently called the attention of the health authorities to the fact and asked that the holes be caused to be filled up in some places; but was told that the bureau of health had no authority to act in such cases, that there was neither law nor ordinance by which the owners of the land could be compelled to abate the nuisances in the interest of the public health.

If this is true the shame of Manila's health regulations is greater than was generally supposed and the reproach of it must fall on those who have the authority to make the laws that govern in the matter.

Here is where we reach out the hand to Hongkong with the fellow-feeling that characterizes the victims of the same unkind fate. Over there the government can't afford to cut down the brushwood on the Crown lands and the botany department won't let the citizens do it for fear that they won't do it right. Over here the government has no authority to fill up the carabos wallows and the citizens who own the land and the carabos won't do it—*Cathartes*.

Government Luck.

DOUBLE RENT FR M CHINESE FARMERS.

HOW TO SWELL THE REVENUE.

Sometimes the Government is accused of laxity in its surveillance of property. That may be so, but it happens occasionally that the Government, represented by the Public Works Department, is not only acute but, marvellously "knowing." A case cropped up in the Magistracy to-day which goes to prove that the Government is still keeping a sharp eye on the treasury retros from leased land, and has been doing so for ten years and more. Two Chinese women farmers, their names in this case do not matter, lived at Shek-O. They had a piece of land on which they cultivated paddy, potatoes and vegetable fruits. Previously, one of the women had been bound over to keep the peace against the other, the fiction occurring over this piece of land. Last week the dispute came to a crisis when one of the parties discovered the other cutting the paddy and getting it ready for sale. All this, as the reader will see, is very absurd, but the humour (to the outsider) comes later. The crop had been sold in advance and there was accordingly a royal row.

The case came before Mr. Hall (ex at the Police Court this morning and some singular facts were disclosed. It is not necessary to go into the evidence, but it seems that for the last ten or twelve years both people have been paying rent to the Government for the use of 19 pieces of land and that land is the time in each case. Did the Government refuse to take the double rent for the patch of ground? Of course not; the Government thankfully received the rent—it was not a great amount but big enough for small farmers—and held its peace. The fun began when the land was ploughed by one farmer and the crop sold by the other. There were "words" between the two tenants of the Government and Inspector Collett was called in to adjudicate.

It was then discovered that each of the parties had rent receipts going back to 1900 or farther—receipts for the same land, from the Government. What was a magistrate to do in these circumstances? Like a sensible man Mr. Hallifax refused to be the Solomon in the case and it was withdrawn by consent of the Court. During the evidence, it transpired that the Survey Department knew nothing about this ground—a patch that would only make a decent kitchen garden—but the Government, always willing, took the double rent all the same. Little wonder that the two tenants of the same land made an obnoxious exhibition.

We are told that the Public Works Department intend to take two months to discover who owns the patch—there is a doubt whether it belongs to the Government at all. But the claimants to the land are not quite so happily situated as the Government. The paddy is ripe and in two months it will be rotten unless it is cleared off the land and sold. Who then is to bear the loss? That was the question those interested in the proceedings were asking each other. But the Government is happy in the knowledge that for the last dozen years it has been receiving double rent for land planted by Chinese and the only wonder is—will it disgorge when the real owner is found?

WANTED TO BUY HONGKONG.

ALLEGED INCIDENT ON BOARD THE "TAK HING."

In the course of a summary case in the Supreme Court this afternoon, the following dialogue took place between the plaintiff's solicitor and a Chinese witness:—

You used to be on friendly terms with Captain Cooper?—Yes, I visited him occasionally.

You used to visit him frequently?—Yes, but I stopped doing so since he attempted to strike me.

Didn't you suggest to Captain Cooper that a rich Chinaman abroad should make up a subscription to buy up Hongkong?—No.

Didn't Captain Cooper say you were absurd and ought to join the Self-Government Society at Canton?—No. I have no connection with the Self-Government Society.

You are a Californian-Honolulu merchant?—Yes.

CAPTAIN COOPER'S CLAIM.

JUDGMENT RESERVED.

In the Summary Court, this afternoon, the case was continued in which Captain Cooper, late master of the s.s. *Tak Hing*, brought an action against the Sze Yap Steamship Company to recover the sum of \$1,000 as damages for alleged wrongful dismissal. One month's salary was paid into Court.

Mr. M. Reider Harris (of Messrs. Wilkinson and Crist) appeared for the plaintiff and Mr. P. Sydenham Dixon (from Mr. R. A. Harding's office) was for the defendants.

Further technical evidence was called, in the course of which certain allegations were made against the plaintiff, judgment was reserved.

SHIPPING AND MAILS.

MAILS DUE.

German (*Kluis*) 3rd inst.

Indian (*Kamsang*) 11th inst.

The P. M. S. S. Co's s.s. *Siberia* arrived at San Francisco on 28th inst.

The C. N. Co's s.s. *Lianan* left Shanghai on 31st ult., and is due here on 3rd inst.

The H. A. L. s.s. *Siberia* left Manila on 31st ult., and may be expected here on 3rd inst., a.m.

The T. K. K. s.s. *Tony Mary* sails from Yokohama to-day, and is scheduled to arrive at this port on 10th inst.

The Imperial German Mail s.s. *Prinz Regent* sailed for Shanghai on 30th ult., at 8 p.m., and may be expected here to-day at midnight.

The Imperial German Mail s.s. *Kluis* carrying the German Mails with dates from Berlin of the 26th ult., left Singapore on 30th ult., at 8 a.m., and may be expected here on 3rd inst., at noon.

Prince Ito's Assassination.

DETAILS OF THE TRAGEDY.

ACCOMPLICES ARRESTED.

Tokio, October 27. The newspapers speak with the deepest sorrow of the assassination of Prince Ito, who died of his wounds yesterday morning at ten o'clock.

The murderer is a native of the province of Phoenx. He arrived at Harbin on Monday evening, by way of Vladivostok, slept in the open air and mingled with the Japanese who had assembled at the railway station to meet Prince Ito. As the latter was finishing his inspection of the Russian guard of honour, the assassin fired six shots at him, three of which hit him, two proving fatal.

Two men suspected of being the murderer's accomplices have been arrested. They declare that more than thirty of their compatriots were in the plot. The murderer says that he assassinated Prince Ito in order to restore the national honour which he, the late Resident-General had injured.

THE HOMEWARD JOURNEY.

Prince Ito's body has been sent to Tairen. Major-General Horvat, Chief of the Harbin Railway Staff, and M. Korostovets accompanied the remains to Kuangchengtsi. At every station where the train stopped, were bands playing funeral dirges, and Russians wearing badges of mourning saluted the carriage in which Prince Ito's body lay.

Representatives of the Emperor and Empress of Japan, the Crown Prince of Japan and the Korean Crown Prince have left Tokio on board the cruiser *Albatross*, specially recalled, for Tairen to convey Prince Ito's body to Japan.

The Korean Court and Government are greatly shocked by the tragedy. Representatives of the Emperor of Korea and of the Premier, a Councillor from the Residency General and the Japanese Attorney-General have left Chomulpo.

LORD KITCHENER'S SYMPATHY.

Field Marshal Lord Kitchener, Viceroy Hsi Liang of Manchuria and the Governor of Mukden have sent messages of condolence from Mukden.

The Governments of Russia and China have expressed their deepest regret at the sad occurrence.

A STATE FUNERAL.

Tokio, October 28. The announcement of Prince Ito's death has been published in the *Genji*. A State funeral will be accorded to the late statesman. The cruiser *Albatross* with Prince Ito's body on board left Tairen and is expected to arrive at Yokohama on November 1. Various arrangements of a public character in Tokio and elsewhere throughout Japan have been cancelled.

THE SOURCE OF THE CRIME.

Prince Ito's assassin is reported to have been influenced by the headquarters of the Korean insurgent movement at Vladivostok, as was the case with the assassin of the late Mr. Stevens at San Francisco.

The Japanese journalists at Seoul have adopted a vigorous resolution (with regard to the treatment of the insurgent movement). Viscount Sone, the Resident-General, would appear to be equally firmly determined on the line of action to follow though for the present he declines to speak explicitly.

We are courteously informed that the Japanese Consulate-General has received the following official telegram, dated Peking, October 27:—His Excellency Prince Ito deceased at Harbin at 10 a.m. on the 26th instant and His Majesty the Emperor has ordered that the remains of the late Prince be accorded the honour of a national funeral.—N. C. D. News.

THE WEISMANN PROSECUTION.

CASE DISMISSED.

In the Police Court, this morning, the case was dismissed in which the Café Weismann was charged with an alleged breach of the Liquors Ordinance.

The presiding Magistrate (Mr. J. R. Wood) remarked that the case doubtless arose out of some misunderstanding between the Police and the defendants, which prevented him from coming to a decision.

Mr. Eldon Potter, instructed by Mr. Crowther Smith (of Messrs. d'Almeida and Smith) appeared for the Café Weismann. Detective Sergeant O'Sullivan watched the case on behalf of the Police.

ROBBERY IN MASTER'S PRESENCE.

FAIRMASON'S MEDALS REAPPEAR IN BROAD DAYLIGHT.

A certain house in Coombe Road near Magazine Gap was the scene of an extraordinary robbery yesterday afternoon. The robbery was committed at No. 149, Coombe Road, the residence of Mr. W. H. Percell, shortly after three o'clock yesterday afternoon. It appears that Mr. Percell was lying in his bed-room reading and while thus engaged, one of the house-boys entered the room and made towards a chest of drawers where he lingered for some time under the pretence of dusting it. Mr. Percell naturally did not even give to the "boy" a passing thought and went on reading. It was not till some time after, when he casually pulled out one of the drawers, that he discovered that three of his fairmason medals were missing. He made a report to Mount Gough Police Station and investigations were at once instituted by the Sergeant in charge with a view to the "boy's" apprehension. A search was started for the runaway "boy" who was run in on board one of the Canton steamers, on which the thief doubtless intended to escape. He was at once arrested and detained in Police custody, where he will remain until his appearance before a Magistrate tomorrow.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

PRINCE ITO'S ASSASSINATION.

LARGE NUMBER OF ARRESTS.

(By courtesy of the "Sheung Po.")

Peking, 31st October.

Prince Ito's assassin, whose name is Im Tai-nam and is 31 years of age, is a member of the Korean Patriotic League.

The Russian authorities have, up to the present, effected more than thirty arrests in connection with the assassination.

KOREAN EMPEROR'S APOLOGY.

Owing to the assassination of Prince Ito, the Emperor of Korea has sent a special envoy to Japan to apologise for the deed, and has also presented a sum of \$30,000 as a contribution towards the funeral expenses.

KOREAN INSURGENTS' ACTIVITY.

On the 30th inst. there was a rising of a few hundreds of Korean insurgents who began destroying official buildings and railway stations (in Seoul).

THE MANCHURIAN TOUR.

The Japanese Government are appointing another high official in succession to the late Prince Ito to conduct a tour in Manchuria and to confer with the Russian Minister of Finance on affairs relating to the Province.

The Central Government (in Peking) on hearing this has become rather alarmed. The Prince Regent has, accordingly, ordered Grand Councillor Na Tung to interrogate the Japanese Minister on the subject. Not having had a satisfactory reply yet, the Prince Regent wired to the Chinese Minister in Tokio to ascertain privately Japanese intentions concerning Manchuria.

MACAO'S DELIMITATION.

A KNOTTY PROBLEM.

(By courtesy of the "Sheung Po.")

Peking, 31st October.

H.E. Ko Erh Ch'ien, Chinese Delimitation Commissioner, has telegraphed to the Central Government to the effect that the Macao delimitation question is still very difficult of settlement.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

(By courtesy of the "Sheung Po.")

Peking, 31st October.

The Central Government has instructed Hsu Shih-chang, Wang Tai-shih, and Liang Shih-yi to conduct negotiations with representatives of Germany, America, England and Russia concerning the loans for the construction of the Canton-Hankow and Hankow-Szechuan Railways.

NEW MINISTER TO ROME.

DEPARTURE FROM PEKING.

(By courtesy of the "Sheung Po.")

Peking, 31st October.

Wu Tsung-lun, the new Chinese Minister to Rome, left Peking to-day in company with the wife and son of Prince Su.

WEST RIVER FLOODS.

10,000 HOMELESS.

(By courtesy of the "Sheung Po.")

Yang-ping, 31st October.

Owing to the recent typhoon and the subsequent floods in these districts a few thousand houses have collapsed.

At present over 10,000 people are homeless. The relief measures organised in Canton are wholly insufficient to supply the people's destitution. Accordingly, the homeless thousands are in great distress and many have resorted to robbery and plunder to provide their means of subsistence.

CANTON DAY BY DAY.

MACAO DELIMITATION QUESTION.

(From Our Own Correspondent.)

Canton, 30th October.

In reference to the negotiations now in progress between the Chinese Delimitation Commissioner, H. E. Ko Yu Him, and the Portuguese Delimitation Commissioner on the Macao boundary question complaints have been repeatedly lodged by the gentry in this city and those residing in foreign countries against the alleged failure on the part of H. E. Ko to oppose the Portuguese claims and furthermore against his withholding all information of what had transpired at all the previous conferences between himself and the Portuguese Delimitation Commissioner from publication. Another telegram has now been forwarded to the Viceroy, H. E. Yuan Shu Han, by the Chinese residing in Annam, urging him to exercise his best efforts to co-operation with H. E. Ko to protest against the Portuguese in the delimitation question, and asking him earnestly to give authority that the proceedings at all previous conferences be given publication for the information of the people in order to pacify their minds.

GAMBLING.

H.E. Viceroy Yuan Shu Han has shown great energy in his anti-gambling campaign in the province of Kwangtung. H.E. Yuan has given instructions to his subordinates to consult the local gentry on the matter carefully with a view of making definite arrangements to abolish the various gambling monopolies.

FLOOD RELIEF.

The Canton Central Relief Committee has sent out the second deputation on board a steam launch with rice and other necessities to the flooded districts for distribution to relieve the sufferers.

The Viceroy has also sent the gunboat *Kiang Hang* to proceed up the West River with rice to assist those in distress in the riverine districts.

BANKRUPT IN TROUBLE.

CASE AT THE MAGISTRACY.

Before Mr. E. R. Hallifax (First Magistrate) in the Police Court this afternoon, Mr. M. Ebrahim Moosa, late of Moosa e Vieira and Company, was charged with the alleged concealment of certain property prior to the institution of bankruptcy proceedings some time ago.

Mr. W. B. Hinde (of Messrs. Brutton and Hett) instructed by the Official Receiver, appeared for the prosecution and Mr. Eldon Potter, instructed by Mr. G. D. Wilkinson (of Messrs. Wilkinson and Grist) defended.

Argument was heard and the case adjourned, bail being allowed in the sum of \$15,000.

LORD KITCHENER'S TOUR.

MANCHURIAN BATTLEFIELDS.

Tairen, Oct. 26.

Lord Kitchener and his party left Tairen for Mukden on Sunday afternoon. The South Manchuria Railway Co. placed a special train at his disposal and numerous Japanese officials of high rank were present at his departure.

On the way to Mukden Lord Kitchener visited the Nanshan and Linyang battlefields. Lord Kitchener is the guest of Viceroy Hsi Liang and he will remain at Mukden until the 27th instant, when he will leave for Seoul travelling by the Antung-Mukden railway. He will arrive at Shimonoseki on the 31st instant.

Colonel Bruce, Captain Superintendent of the Shanghai Municipal Police, who has acted as Lord Kitchener's guide in the North, will return to Shanghai direct by way of Tairen.—N. C. D. News.

THE NEW TERRITORY MURDER.

ONE MAN COMMITTED FOR TRIAL.

The three men who had been arrested in connection with the recent double murder in the New Territory again appeared before Mr. J. R. Wood (Second Magistrate) on Saturday afternoon. It may be remembered that shortly after 8 a.m. on the 20th August last, two Indian policemen in charge of a treasure-box arrived at a narrow passage on the Tai-po road, where they met eight Chinese sitting on both sides of the road. Thinking nothing of the circumstance, the guards were about to pass the men, when the latter set upon the unsuspecting policemen and before the unfortunate men had time to realise their position, they were brutally backed to death with choppers by the unscrupulous gang, who then made away with the booty and escaped to adjacent territory.

Mr. F. B. L. Bowley (from the Crown Solicitor's Office) having addressed the Court, His Worship discharged two of the prisoners and committed the third for trial. Another man who offered to turn King's evidence was remanded for a week.

INTERPORT SHOOTING.

THE SHANGHAI TEAM.

The committee of the Shanghai Rifle Association is making arrangements for the forthcoming interport shoot, and special practice for this will be held from the 4th to 15th November. At present unfortunately two of the leading marksmen in Shanghai are ill, namely, Mr. W. O. Lancaster, who has just undergone a severe operation from which he is fortunately well on his way to recovery, and Mr. H. Linde, neither of whose services will be available. The following twenty names have however been chosen by the Committee, and from these a team of ten will be chosen:—

Captain E. I. M. Barrett, E. H. Lynch, W. Broad, O. Richards, F. Large, T. B. U. Aldridge, H. W. Dally, A. E. Collins, M. Co. Lin, F. A. M. d'Almeida, R. Brock, L. A. Chell, J. Burke, P. W. Mackintosh, C. Dawing, Captain A. Hilton-Johnson, C. Matthews, G. Hill, J. McDowell and G. Kingmill.—Shanghai Morning.

THE LEVYING OF A DISTRAINT.

CHARGE AGAINST A RENT COLLECTOR.

Before Mr. J. R. Wood (Second Magistrate) in the Police Court, this afternoon, Aryn, the rent-collector of Messrs. David Sassoon and Company, was charged with, not then being a bailiff, unlawfully issuing a distraint at No. 37, McGregor Street, on the 26th September last.

Mr. H. L. Denney (from the Crown Solicitor's office) prosecuted, and Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) was for the defendant.

It appears that complainant, a Chinese woman, was on the day in question turned out by the defendant, who then seized her property.

Evidence was called and the case adjourned.

LEAGUE FOOTBALL.

At an early hour on Saturday afternoon Happy Valley was well filled with "lovers of football" to witness the interesting games played in both divisions, first and second.

FIRST DIVISION.

H.K. F. C. vs. NAVAL YARD.

The Club met the Naval Yard at their ground, and the teams lined up were:—

H.K. F. C.—F. H. Kew, F. G. Carroll and J. McCubbin; Hunter, R. C. Hurlow and Chapman; A. Aitchison, W. Weston, Manning, Whitmarsh and H. W. Sayer.

N.Y.—Lethbridge; J. C. Joughin and Rochford; Coombes, Haines and Macay; Crowley, Pye, Mears, Wilcox and Daltiel.

The Club kicked off and the leather was passed to Aitchison who rushed it up to the Yards' territory and centred same, and a goal was tried for but the ball went too wide. The Club attacked all along but the Navalmen's defence was too good and put the Civilian out every time. The ball was all over the field in the first half, in which both sides tried to score but nothing resulted. The Club goal looked dangerous at nearly the end of the first half when the ball was passed to Crowley who was all by himself till about five yards from goal; Kew, the goalkeeper rushed up and managed to get the ball off him and placed it away. The ball was brought in immediately again after this till a yard away from goal, and Chapman was a bit too quick for his opponent. He saved the goal and gave the Yards a corner. The corner kick was placed well but nothing eventuated, and the whistle sounded for half time, with no goals registered.

The game was a fast one in the second half and the Civilian had matters their own way. Aitchison had the ball and passed to Whitmarsh who beat Lethbridge in an excellent shot. Soon after a corner was given and Weston netted the second goal. The leather was in play for some time, and the Yards got same and tried a few times to beat Kew but there was "nothing doing" as the man was too good for his post. Sayer passed the ball to Manning who scored the third and last goal. The scores were H.K. F. C. 3; Naval Yard, 0.

R. G. A. vs. ENGINEERS.

The teams were R. G. A.—Beasley; Oxley and Waters; Walker, Weaver and Hewitt (Cromp, Assell, Watts, Nash and Ballis).

R. E.—Smith; Beasmore and Gully; Lamb, McOrrey and Jackson; Parlow, Meaney, Morris, Taylor and Ormond.

The Artillerymen had matters all their own way throughout the game. Watt opened the score for the gunners. The R. A.'s then bombarded the Sappers' goal for some time during which Watt got the leather and beat Smith the second time. The third goal was also scored by him. The Sappers now had the opportunity and got possession of the ball and led it down the Gunners' territory and made a few attempts to open their score but went too wide, and at last Meany put in the first goal for them. Nash then scored the fourth goal for the R. G. A. Paslow played well and placed some excellent and hard shot at goal, but Beasley cleared every time. The scores stood in the first half: Gunners 4, Engineers 0.

The second half proved a better game; the ball was all over. The Sappers attacked the R. G. A. goal; it did not take them long to send the leather down the field again. Watt then got possession of the ball, and put in an excellent goal. The Engineers had a few good tries in which Morris beat Beasley with a hot singer. Not long before the whistle sounded for time the Artilleryman netted the last goal, making the score 6-2.

K. F. C. vs. BUFFS.

This proved the most interesting game of the three. The Kowloonites only allowed the Buffs to score two goals. They should do well at the end of the league if they go on at this rate.

K. F. C.—Foukes; Allen and Lapely; Storie, Cooper and C. Wilkie, Hedley, Morris, Brown, T. Wilkie and Mead.

Buff's—Black; Ruler and Bartlett; Darr, Wren and Tanspelt; Fitzpatrick, Drew, Taylor, Brewster, Baker.

The above terms lined up punctually at 3 o'clock on Saturday afternoon. The field was crowded with supporters for both sides. The Kowloonites put up a much stronger game than they did in the previous match, and, of course, the Buffs had all they wanted in scoring the 2 goals.

The first goal was netted by Fitzpatrick in the first spell and Brewster scored the second in the next half.

LEAGUE TABLE.

Played Won Lost Drawn Points.

Buff's 4 4 0 0 8

R. G. A. 3 3 0 0 6

K. F. C. 4 1 2 1 3

H. K. F. C. 4 1 2 1 3

R. E. 4 0 2 2 2

Naval Yard... 3 0 3 0 0

SECOND DIVISION.

Only three matches were decided in the second division, the H.K. F. C. vs. the "B" Co. Buffs was postponed for this afternoon; kick off at 4.15 p.m. on the Military Ground, owing

to some misunderstanding between the two divisions.

L.R.C. vs. R.O.C.

The teams were as follows:—
L. R. C.—G. M. S. Alves, A. A. Carvalho, L. G. Cordeiro, A. H. Hyndman, F. H. Hyndman, J. M. Brito, F. Soares, A. Ribeiro, R. C. Silva, F. M. Cruz and T. Cordeiro.

R.O.C.—S. Jex, Redfern, H. Goldsbury, J. Chew, D. Baptista; I. E. Chunyat, Y. Abbas, A. Abbas, I. L. Goldenberg, Stemmers and Caborne.

All expected the latter team to win but it did not take long for matters to change. Each side played with ten men in the first half. The Lusitanos defended well in the first portion of the game, and kept the "Boys" busy knocking about. Both sides tried to score but nothing happened and needless to say the score stood nil all in the first spell.

The second half proved a little better, and the Lusitanos rushed down with the leather to the "Boys" goal; which one or two of the Youngsters stopped and shouted off side! but that was not so as the referee did not blast his whistle, and Cruz had the ball all to himself and scored the first goal for the L. R. C. The "Boys" were then seen attacking their opponents' goal throughout but the shots went too wide. Just in the nick of time H. Goldenberg equalized, and about two minutes after this a corner was given against the Lusitanos. The kick was not taken as the whistle followed for time immediately. Thus the match ended in a draw one all.

No doubt, the "Boys" had a stronger team and should have scored a win, but selfish play was seen on their part throughout the game; at least three of the players were so guilty. They should be made to understand that a team should have some sort of a combination game, otherwise it is useless.

33RD CO. R.G.A. vs. 88TH CO. R.G.A.

This match was played on the Lyemung side, and the former team defeated the latter by one goal to nil.

"A" CO. BUFFS vs. 87TH CO. R.G.A.

The above two teams met on the Parade Ground. The "Buffs" played a good game and won by 2 goals to nil.

ANTI-OPIMUM CAMPAIGN.

PROGRESS IN FOCHOW.

Mr. J. F. Oieses, Commissioner of Customs, writes in his annual report on Fochow as follows:—

In a report issued last spring by the Fochow Anti-Opium Society it was claimed that owing to the efforts of the society the production of opium in this province had been reduced by 50 per cent. Since then—in July and again in October—the Viceroy has issued a proclamation by Imperial sanction strictly forbidding the cultivation of the poppy throughout the province under severe penalties, including confiscation of the land. It is generally believed that this injunction will really be enforced. The Viceroy will send deputies to every district where opium has hitherto been grown, and the Anti-Opium Society will exert its vigilance and influence in bringing cases of evasion to the notice of district officials, as well as in bringing pressure to bear on the latter when disinclined to do their duty. Moreover, public sentiment has unquestionably been deeply stirred against the growth and use of opium, and will not merely aid but impel officials to take action. Assuming that production will thus be stamped out, the Customs returns of importation will in future give the figures of the actual consumption of opium in this province; for there is no overland importation and not likely to be any. It is beyond all doubt that the increase in the ranks of opium smokers has been practically checked by the combined influence of the Imperial Edicts and popular will. Opium smoking is no longer a fashionable pastime, a rakish habit which youth felt urged to acquire; it is now regarded as bad form and is distinctly out of favour with young men. All opium-smoking establishments have been closed; overt smoking at least has been suppressed in restaurants, inns, drinking houses, and brothels; and in private houses as well as business places the opium pipe is no longer kept in the reception room or offered to visitors. In the attainment of these results the influence, vigilance, and unremitting efforts of the Anti-Opium Society have been of inestimable value. The society has many important and influential men among its members; it has branches in almost every town and even in many villages; it is greatly trusted by the authorities in carrying out anti-opium measures; and it has, in the main, made good use of its influence. Several hospitals have been established by the society for the free treatment of opium smokers, and already, in March last, the society could report that over 2,300 persons had stopped smoking through the help of their hospitals alone. That many light smokers have succeeded in ridding themselves of the habit is unquestionable; but it must be feared that the greater part of the vast army of confirmed smokers will lack the will power to break with the vice; and that many in their pathetic efforts to find a cure are deluded by unscrupulous vendors of remedies containing morphia, and thus become the victims of this even more deleterious form of the drug. The amount of opium consumed will consequently diminish but gradually; and inasmuch as the local production has already been greatly reduced, it is not surprising to find that the importation of opium increased somewhat during the past year. Moreover, it must be anticipated that if the efforts which are being made to entirely eradicate poppy cultivation prove successful, there will be a further increase of imports for the current year.

RETURN of visitors to the City Hall Library and Museum for the week ending the 31st October, 1900:—

Library, Museum.

Non-Chinese..... 377 193

Chinese..... 175 1,735

Total..... 552 1,928

To-day's Advertisements.

NOTICE OF REMOVAL.

THE Office of the TOYO KISEN KAISHA—SOUTH AMERICAN LINE—has been removed to—GROUND FLOOR, KING'S BUILDING, formerly occupied by Messrs. Jardine, Matheson & Co., Ltd., Shipping Office.
Hongkong, 1st November, 1900. [751]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"BREGONSHIRE,"
Captain Tomlinson, will be despatched as above on 26th inst.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 1st November, 1900. [752]



H. M. DOCKYARD.

WANTED at once a EUROPEAN or EURASIAN with Engineering experience, to take charge of running an eight hour shift in the Electric Generating Station. Apply giving full particulars and stating wages required to the Electrical Engineer, Hongkong Dockyard.
Hongkong, 1st November, 1900. [750]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERI- CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 13th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's B.S. *Macedonia*, 10,512 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Perla*, due in London on 27th December, 1900.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Sole Agent.
Hongkong, 1st November, 1900. [6]

TYPHOON WARNING.

The following telegram was received from the Manila Observatory at 6 p.m. yesterday:—
October 31st, 4 p.m. Cyclone or typhoon near or over Western Carolines, direction unknown.

EIGHTEEN Chinese appeared before Mr. E. R. Hallifax (First Magistrate) in the Police Court this morning for unlawfully boarding the s.s. *Cyclest*. The case was remanded.

Intimations.

We have received a new shipment of extra choice

ENGLISH BACON

75 cents per lb.

THE DAIRY FARM Co., LIMITED

Hongkong, 19th October, 1900. [380]

ASAHI BEER
SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

NOTICE.

CHINESE ENGINEERING AND MINING CO., LIMITED.

A FINAL DIVIDEND OF ONE SHILLING AND SIX PENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15% for the year ending 28th February, 1900.

COUPON No. 13 is payable on 2nd November, at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

J. S. DOBIE, Agent.
Hongkong, 29th October, 1900. [747]

(THE) SOUTH CHINA ARTISTIC BAZAAR

EXHIBITION HALL

on First Floor of No. 25 DES VŒUX ROAD CENTRAL

(opposite the P. & O. S. N. Co.'s office.)

OPENED DAILY:
From 11 A.M. to 5 P.M.
From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and Bamboo Ware.

Embroideries, Silk, Oil and Water Colour Paintings.

Curios and Perfumes.

Screens, Pictures and Photo Frames.

Preserves and Canned Goods.

Writing-Inks and Paper, &c.
Hongkong, 25th September, 1900. [755]

D & J McALLUM'S
"Perfection"

Embraces All the qualities of a high class Scotch Whisky for Connoisseurs.

A Perfect Whisky: Mellow like a Liqueur.

SOLE AGENTS—
H. PRICE & Co., Ltd.
12 Queen's Road.

PROPRIETORS,
D & J McALLUM-EDINBURGH

Hongkong, 19th October, 1900.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS FROM HONGKONG TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.
"MONTEAGLE" SUNDAY, NOV. 21ST.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST.
"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.	"ALLAN LINE" FRIDAY, JAN. 18TH.
"EMPRESS OF JAPAN" SATURDAY, JAN. 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of India" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—U. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	WINGSANG	TUESDAY, 2nd Nov., Noon.
SHANGHAI	YATSHING	THURSDAY, 4th Nov., Noon.
SHANGHAI, YOKOHAMA, KOBE & MOI	FOOKSANG	FRIDAY, 5th Nov., 3 P.M.
MANILA	KUENSANG	FRIDAY, 5th Nov., 4 P.M.
SGAPORE, PENANG & CALCUTTA	YUENSANG	FRIDAY, 12th Nov., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kuensang*, *Yuensang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Labad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 29th October, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
OREBU & ILOILO	"HONGKIANG"	2nd Nov., 4 P.M.
CHIEFOO & HEWOWANG	"CHINGKIANG"	2nd " "
AMOI, NINGPO & SHANGHAI	"SZEORUEN"	2nd " "
MANILA	"FAMING"	3rd " 3 P.M.
SHANGHAI	"SHEN"	4th " Noon.
WEIHAIWEI & TIENTSIN	"KITEKOW"	4th " 4 P.M.
SHANGHAI	"LINAN"	7th " Daylight.
MANILA, ZAMBOANGA and USUAL	"OHANGSHA"	7th " 4 P.M.
AUSTRALIAN PORTS	"TEAN"	9th " 3 P.M.
MANILA	"OHINUA"	11th " 4 P.M.
SHANGHAI	"OHENAN"	14th " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, twice weekly.

S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

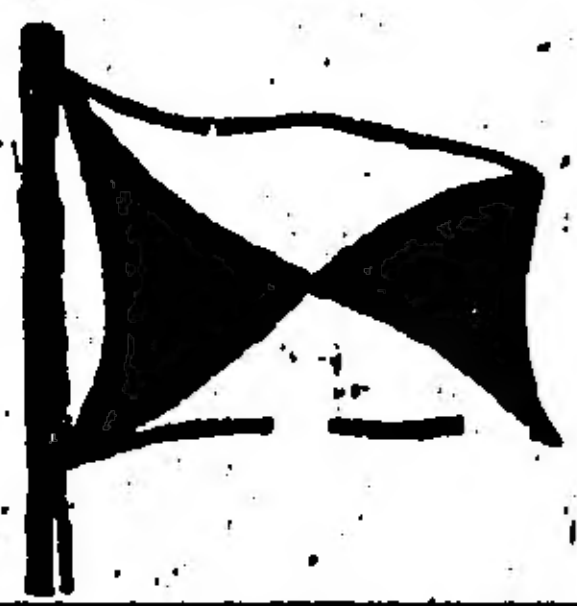
SHANGHAI LINE. FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Linan*, *Chinhuo*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 10. Hongkong, 30th October, 1900.



HONGKONG—MANILA

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Date
SAIRO	2540	R. Rodger	MANILA	SATURDAY, 6th Nov., at Noon.
KUBI	2540	R. W. Aldred	"	SATURDAY, 13th Nov., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Telephone No. 10. Hongkong, 30th October, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. MANSU MARU 5,000 tons gross Sail 10th Dec., 1900, at Noon.

S.S. AMERICA MARU 6,000 " 5th Feb., 1901, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

ROYO KISEN KAISHA, Yok Building.

Hongkong, 28th October, 1900.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA SHANGHAI, MOI, KOBE AND YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING and TAKAO via SWATOW and AMOI	"SOSHU MARU" Capt. T. Sugi	TUESDAY, 2nd Nov., at 9 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 30th October, 1900.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATE, 1900
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	1 IYO MARU, Capt. T. Harrison, Tons 6500	WEDNESDAY, 10th Nov., at Daylight.
VICTORIA, B.O. & SEATTLE via SHANGHAI, MOI, KOBE, YOKOHAMA	1 WAKASA MARU, Capt. N. Nielsen, Tons 6500	WEDNESDAY, 22nd Nov., at Daylight.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	1 KAGA MARU, Capt. M. Harada, Tons 6500	TUESDAY, 9th Nov., at Noon.
SHANGHAI, MOI AND KOBE	1 SHINANO MARU, Capt. K. Kawa, Tons 6500	TUESDAY, 7th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	1 NIKKO MARU, Capt. M. Vagi, Tons 6000	FRIDAY, 26th Nov., at Noon.
KOBE and YOKOHAMA	1 KUMANO MARU, Capt. M. Winckler, Tons 6500	FRIDAY, 2nd Dec., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	1 YEBOSHI MARU, Capt. B. Koo, Tons 4500	FRIDAY, 12th November.
	1 KAMO MARU, Capt. F. L. Sommer, Tons 9000	SATURDAY, 20th Nov., Daylight.
	1 KUMANO MARU, Capt. M. Winckler, Tons 6000	WEDNESDAY, 24th Nov., at Noon.
	1 KAWACHI MARU, Capt. H. Petersen, Tons 6500	SATURDAY, 13th Nov., at Daylight.
	1 TOTOMI MARU, Capt. R. Smith, Tons 4500	MONDAY, 8th Nov.

1 Cargo only.

1 Fitted with new System of wireless telegraphy.

1 Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kitano Maru (Capt. F. E. COPE) About Wednesday, 17th November.

Hirano Maru (Capt. H. FRASER) About Wednesday, 15th December.

Kamo Maru (Capt. F. L. SOMMER) About Wednesday, 12th Jan., 1901.

Mishima Maru (Capt. A. E. MOSEY) About Wednesday, 9th Feb., 1901.

CHEAPEST-PASSAGE-RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR," Capt. S. H. Balson, will be despatched for the above Ports TO-MORROW, the 2nd November, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 1st November, 1900. [746]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR," Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 4th November, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 30th October, 1900. [745]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above on WEDNESDAY, the 10th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th October, 1900. [736]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.O., TACOMA & SEATTLE VIA

MOI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
---------	------	---------	--------------

Kumeric 6,232 J. Mathie 18th Nov.

Aymrie 4,363 Boyd 16th Dec.

Superio 6,232 S. Shotton 15th Jan.

Ocean 4,657 F. W. Davies 10th Feb.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings Hongkong, 23rd October, 1900. [740]

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLR," Captain Privat.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 8th October, 1900. [741]

RETURN TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

"KWONG SAI" Capt. W. S. CROW

Leave Hongkong for Canton at 9 every evening, (Sundays excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sundays excepted).

These New Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD. and SHIU ON S.S. CO., LD., 10, 11, Queen's Road West, Hongkong, 26th April, 1900. [742]

Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With liberty to call at the Malabar Coast).

THE Steamship

"COULSDON," Captain Turnbull, will be despatched for the above Port on THURSDAY, the 4th Nov., 1900.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 30th October, 1900. [695]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ, CANAL. (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "GHAZEE" About 13th Nov.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 21st October, 1900. [648]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast).

THE Steamship

"WYNERIO," will be despatched for the above Ports on SATURDAY, the 20th November, 1900.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 25th October, 1900. [733]

Intimations.

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Voeux Road, Central, Hongkong.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TASTELESS) FORM!

SELF CURE NO FICTIONS! MARVEL UPON MARVEL!

NO SUFFERING! NEED NOW DEPAIR!

Without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the least help of a second party. By the introduction of THE NEW FRENCH REMEDY.

THERAPION

A complete revolution has been wrought in the department of medical science, while thousands have been restored to health and happiness who for years previously had been hourly dragging out a miserable existence.

THERAPION No. 1—The Sovereign Remedy for rheumatism, expelling the poison, the use of which does irreparable harm by laying the foundation of stiffness and other serious diseases.

THERAPION No. 2—The Sovereign Remedy for all urinary and secondary diseases, all kinds of pain and swelling of the joints, and all those complaints which merely and superficially are cured but ultimately recur.

THERAPION No. 3—The Sovereign Remedy for all skin diseases, itching, eruptions, ulcers, and all those complaints which merely and superficially are cured but ultimately recur.

THERAPION No. 4—The Sovereign Remedy for all blood diseases, skin eruptions, itching, and all those complaints which merely and superficially are cured but ultimately recur.

THERAPION No. 5—The Sovereign Remedy for all nervous diseases, headache, neuralgia, and all those complaints which merely and superficially are cured but ultimately recur.

THERAPION No. 6—The Sovereign Remedy for all digestive diseases, indigestion, and all those complaints which merely and superficially are cured but ultimately recur.

THERAPION No. 7—The Sovereign Remedy for all respiratory diseases, cough, and all those complaints which merely and superficially are cured but ultimately recur.

THERAPION No. 8—The Sovereign Remedy for all circulatory diseases, heart disease, and all those complaints which merely and superficially are cured but ultimately recur.

THERAPION No. 9—The Sovereign Remedy for all genito-urinary diseases, and all those complaints which merely and superficially are cured but ultimately recur.

THERAPION No. 10—The Sovereign Remedy for all diseases of the female system, and all those complaints which merely and superficially are cured but ultimately recur.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

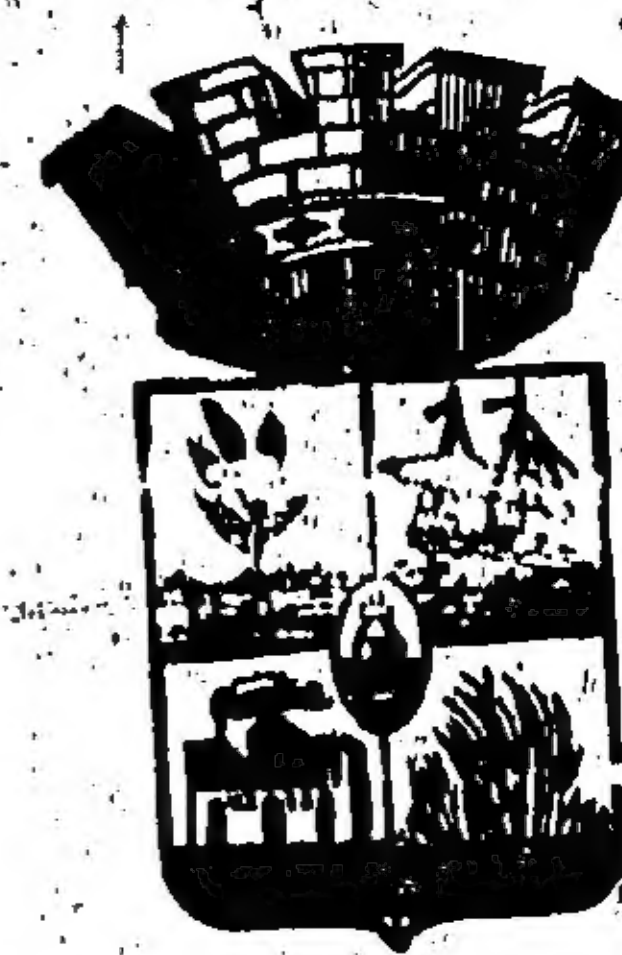
COMP.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	ATTESTED RETURN AT PRESENT OPERATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	130,000	1125	\$125	{ £1,500,000 \$15,000,000 \$250,000 }	\$2,007,819	{ Interim of £2 for account 1909 @ ex. 1/9 = \$22.72 }	4 %	{ \$995 sellers London £91 }
National Bank of China, Limited	10,025	£7	£6	{ £4,000 \$40,000 }	\$30,551	\$2 (London 3/6) for 1909		\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$15,000,000 \$250,000 }	none	\$10 for 1908	7 1/2 %	\$164 sellers
North China Insurance Company, Limited	10,000	£15	£1	{ Tls. 150,000 Tls. 300,000 Tls. 150,000 }	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 105
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	{ \$1,000,000 \$10,000,000 \$250,000 }	\$2,464,901	{ Final of \$7 making \$47 for 1907 and interim of \$30 for 1908 }	5 1/2 %	\$847 sellers
Yangtze Insurance Association, Limited	18,000	\$100	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$727,637	\$12 and bonus \$3 for 1907	7 1/2 %	\$133 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$368,711	\$27 for 1907	8 %	\$375
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$21	{ \$7,000 \$70,000 \$250,000 }	\$4,088	\$1 for 1906		\$84 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$300,000 \$3,000,000 \$500,000 }	Nil.	\$1 for year ending 30.6.1908	7 %	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$10,000,000 \$250,000 }	\$31,170	Interim of \$1 1/2 for account 1909	7 1/2 %	\$31 sellers
Indo-China Steam Navigation Co. Ltd. (Preferred)	60,000	£5	£5	{ £10,000 £100,000 £50,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/10 11/10 = \$3.154 }		\$60 buyers
Indo-China Steam Navigation Co. Ltd. (Deferred)	60,000	£5	£5	{ £10,000 £100,000 £50,000 }	£13,755	{ Final of 2/- for 1908 and interim of 1/- for a/c 1909 }		7 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,000,000 £10,000,000 £500,000 }	£68,817	{ \$1.00 \$0.50 for year ending 10.4.1909 }	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$1,000,000 \$250,000 }	\$3,121		3 1/2 %	\$14
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$1,000,000 \$10,000,000 \$250,000 }	\$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$148 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$10,000,000 \$250,000 }	\$135,803	\$3 for 1907		\$29
Perak Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 1,000,000 Tls. 250,000 }	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.08		Tls. 335
MINING.								
Chinese Engineering and Mining Company Ltd.	1,000,000	£1	£1	{ £1,000,000 £10,000,000 £500,000 }	£11,556	{ Interim of 1/6 (coupon No. 12) for year ending 29.2.09 }	7 %	Tls. 20 sellers
Raub Australian Gold Mining Company, Limited	10,000	£1	£1	{ £1,000,000 £10,000,000 £500,000 }	£4,191	No. 12 of 1/- = 48 cents		174 sellers
DOCKS, WHARVES & SHEDS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$1,000,000 \$10,000,000 \$250,000 }	\$7,421	\$1.75 for year ending 31.12.08		\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$10,102	None		\$634 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$145,162	Interim of \$1 1/2 for account 1909	12 1/2 %	\$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 10,000,000 Tls. 250,000 }	Tls. 6,161	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 %	Tls. 774 buyers
Shanghai and Hongkong Wharf Company, Limited	16,000	Tls. 100	Tls. 100	{ Tls. 600,000 Tls. 6,000,000 Tls. 150,000 }	Tls. 32,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 139 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 250,000 Tls. 2,500,000 Tls. 625,000 }	Tls. 4,134	Tls. 6 for year ending 20.2.09	5 1/2 %	Tls. 205 buyers
Central Stores, Limited	10,000	\$25	\$25	{ \$1,000,000 \$10,000,000 \$250,000 }	\$24,611	\$1.20 on old and 60 cents on first new issue		\$17 buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$14,611	{ Interim of \$1.40 on old and 40 cents on new shares for account 1909 }		\$234 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$1,000,000 \$10,000,000 \$250,000 }	\$25,000	Interim of 3/4 for account 1909	6 1/2 %	\$104 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$23,171	60 cents for 1908	6 1/2 %	\$9 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$4,361	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,500,000 Tls. 15,000,000 Tls. 375,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,968	Interim of \$2 for account 1909	8 1/2 %	\$43 buyers
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 1,500,000 Tls. 375,000 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 149 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$5,553	50 cents for year ending 31.7.08	6 %	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 1,750,000 Tls. 437,500 }	Tls. 8,373	Tls. 6 for year ending 30.9.06 (8%)		Tls. 92
Lao-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 8,000,000 Tls. 200,000 }	Tls. 4,829	Tls. 4 for 1908		Tls. 112
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ Tls. 500,000 Tls. 5,000,000 Tls. 1,250,000 }	Tls. 15,011	Tls. 50 for 1906		Tls. 460
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	6,000	£10	£10	{ £1,000 £10,000 £2,500 }	£648	15 % per share for 1908		\$10
China-Borneo Company, Limited	10,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	£648	\$1.20 for 1908	9 %	\$13 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	£648	50 cents for year ended 28.2.06		\$54 sa. and b.
China Light and Power Company, Limited (special shares)	50,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	£648	50 cents for 1908	8 1/2 %	\$9 buyers
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	\$4,007	\$1.20 for year ending 31.7.09	1 1/2 %	\$16 ex div. b.
Daily Farm Company, Limited	40,000	\$7 1/2	\$7 1/2	{ \$1,000 \$10,000 \$2,500 }	\$8.0	Interim of 35 cents for account 1909	10 %	\$17 sa. and b.
Green Island Cement Company, Limited	100,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	\$7.75	80 cents for year ending 31.12.01	4 %	\$12
M. Price & Company, Limited	11,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	\$7.75			\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000 \$10,000 \$2,500 }	\$7,616	Interim of \$2 for account 1909	10 %	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	\$2,900	Interim of \$1 for account 1909	4 1/2 %	\$11 buyers
Matschappij tot Mijn. Bosch. en Landbouw. exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 250,000 Tls. 2,500,000 Tls. 625,000 }	Tls. 3,172	Third quarterly of Tls. 1 1/4 for account 1909	7 %	Tls. 752 sa.
Peak Tramways Company, Limited	85,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	\$1,304	80 cents on fully paid shares and 5 cents on new shares for year ending 30.4.09	6 %	\$1.30
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	\$1,304	\$1 paid shares for year ending 30.4.09	3 %	\$9
Philippine Company, Limited	75,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	Pa. 18,620	None		\$9
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	{ Tls. 20,000 Tls. 200,000 Tls. 50,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1903	4 1/2 %	Tls. 103 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$1,000 \$10,000 \$2,500 }	\$5,082	None		\$14 buyers
Steam Laundry Company, Limited	10,000	\$5	\$5	{ \$1,000 \$10,000 \$2,500 }	\$236	40 cents for year ending 31.5.08	7 %	\$14
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	\$172	60 cents for year ending 31.12.05	5 %	\$104 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$1,000 \$10,000 \$2,500 }	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$8 sellers
William Powell, Limited	1,000	\$7	\$7	{ \$1,000 \$10,000 \$2,500 }	\$741	{ Final of 30 cts. making 80 cts. for the year ending 30th June, 1906 }		\$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,000,120	2/-	2/-	{ none none none }	none	Interim of 12 1/2 % for account 1909		15 1/2 buyers
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	{ none none none }	\$7,400	25 % for year ending 31.3.09		\$674 sellers
Castelfield Rubber Estate, Limited	32,050	£1	£1	{ none none none }	£1,205	None		\$2/0
Damansara (Selangor) Rubber Co.	100,000	£1	£1	{ none none none }	£1,220	Final 9 % making 12 1/2 for 1909		86/3
Golconda Malay Rubber Co.	80,000	£1	£1	{ none none none }	£1,220	None		56/6
Highland & Lowland Para. Rubber Co. (fully paid)	181,454	£1	£1	{ none none none }	£8,784	15 % for year ending 31.12.08		68/-
Do. do. (contributory)	133,546	£1	£1	{ none none none }	£8,784	None		68/-
Kamuning (Perak) Rubber Tin & Co.	950,000	2/-	2/-	{ none none none }	none	None		68/-
Do. do. A Shares	105,000	£1	£1	{ none none none }	none	None		68/-
Do. do. B Shares	18,000	£1	£1	{ none none none }	none	3 % for year ending 30.6.08		68/-
Kuala Lumpur Rubber Co., Limited	182,000	£1	£1	{ none none none }	£1,820	Interim of 40 % = 9d. for account 1909		68/-
Linggi Plantations, Limited (ordinary)	90,000	2/-	2/-	{ none none none }	£4,000	7 % for year 1908		68/-
Do. do. (7 1/2 pref.)	10,000	£1	£1	{ none none none }	none	15 % for year ending 31.12.05		68/-
Ragalla Rubber Company, Limited (ordinary)	21,500	\$10	\$10	{ none none none }	none	None		68/-
Do. do. (8 1/2 pref.)	2,500	\$10	\$10	{ none none none }	none	None		68/-
Ledbury Rubber Estates Limited	62,000	£1	£1	{ none none none }	\$6,722	None		68/-
Do. do. (contributory)	40,000	£1	£1	{ none none none }	none	None		68/-
Sagga Rubber Company, Limited	20,000	£1	£1	{ none none none }	none	None		68/-
Sandcroft Rubber Company	1,000	\$100	\$100	{ none none none }	\$4,275	Interim of 30 % for 1909		68/-
Sekong Rubber Company, Limited	80,000	£1	£1	{ none none none }	none	None		68/-
Shelford Rubber Estate Limited	65,000	£1	£1	{ none none none }	£636	None		68/-
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	{ none none none }	none	None		68/-
Sungei Choh Rubber Estate Company, Limited	45,000	£1	£1	{ none none none }	none	None		68/-
Sungei Kapor Rubber Company	110,000	£1	£1	{ none none none }	£5,448	None		68/-

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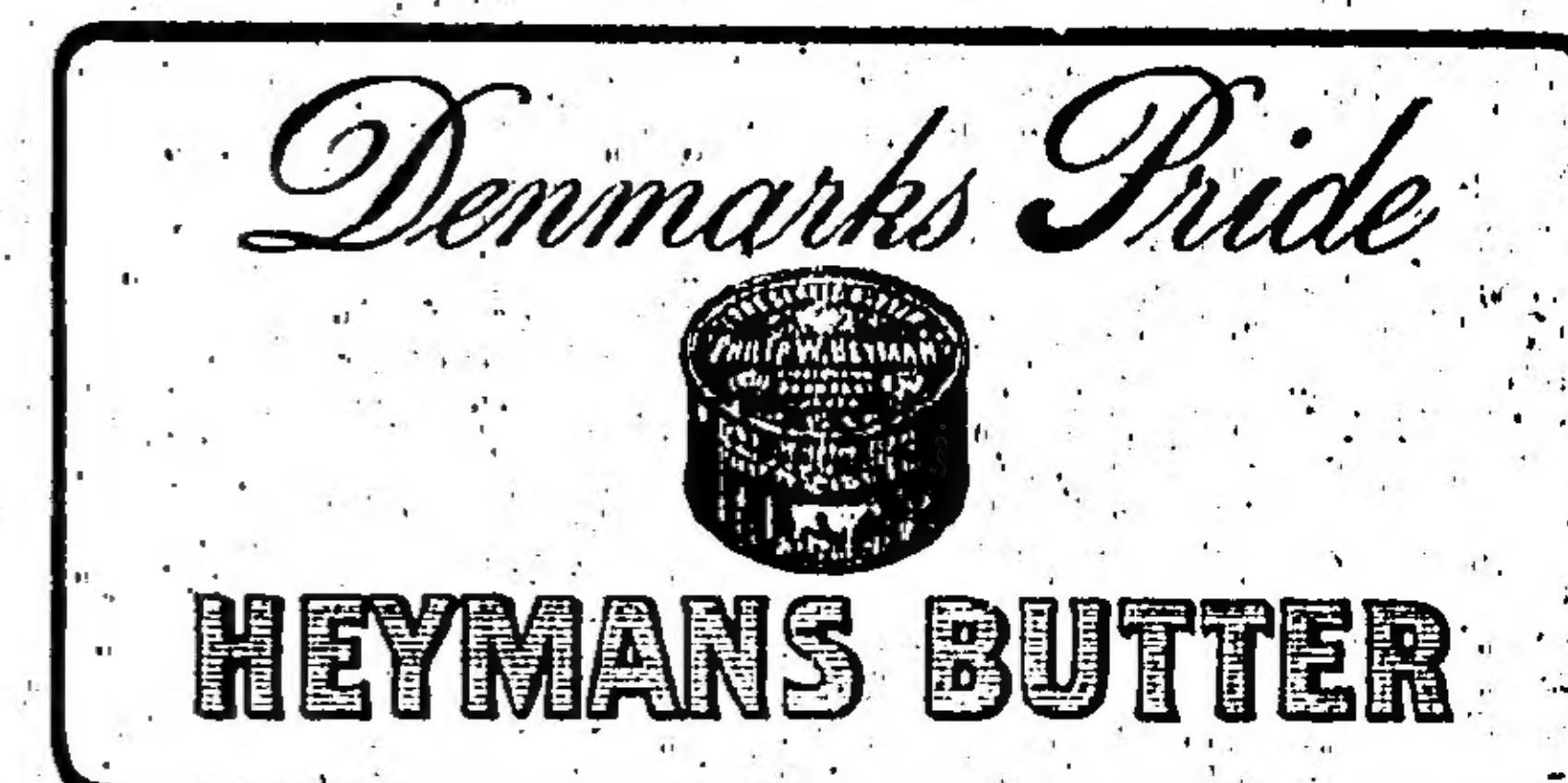
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